HONDA VARADERO XL125V
Maintenance
Maintenance guide from the official Bike manual.

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MAINTENANCE SCHEDULE

The following Maintenance Schedule specifies all maintenance required to keep your motorcycle in peak operating condition. Maintenance work should be performed in accordance whit standards and specifications of Honda by properly trained and equipped technicians. Your Honda dealer meets all of these requirements. Perform the Pre-ride Inspection (page 45) at each scheduled maintenance period. I: INSPECT AND CLEAN, ADJUST, LUBRICATE OR REPLACE IF NECESSARY
C: CLEAN R: REPLACE A: ADJUST L: LUBRICATE

	ITEM / FREQUENCY	WHICHEVER COMES FIRST → ODOMETER READING [NOTE(1)]							
			x 1,000 km	1	4	8	12	Refer to page
			x 1,000 mi	0.6	2.5	5	7.5	
		NOTE	MONTH		6	12	18	
*	FUEL LINE				I	I	I	—
*	THROTTLE OPERATION				I	I	I	67
*	CARBURETOR CHOKE				I	I	I	—
	AIR CLEANER	(NOTE 2)					R	—
	SPARK PLUG					R		65
*	VALVE CLEARANCE			I			I	—
	ENGINE OIL			R			R	32-61
	ENGINE OIL FILTER			R			R	62
*	CARBURETOR SYNCHRONIZATION						I	—
*	ENGINE IDLE SPEED			I	I	I	I	68
	RADIATOR COOLANT	(NOTE 3)				I		26
*	COOLING SYSTEM					I		—
*	SECONDARY AIR SUPPLY SYSTEM						I	—

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	ITEM \ FREQUENCY	WHICHEVER COMES FIRST →		ODOMETER READING [NOTE(1)]				
			x 1,000 km	1	4	8	12	Refer to page
			x 1,000 mi	0.6	2.5	5	7.5	
		NOTE	MONTH		6	12	12	
	DRIVE CHAIN			EVERY 1.000 Km (600 mi) I, L				69
	DRIVE CHAIN SLIDER				I	I	I	75
	BRAKE FLUID	(NOTE 3)			I	I	I	20
	BRAKE PADS WEAR				I	I	I	83
	BRAKE SYSTEM			I	I	I	I	20, 83
*	BRAKE LIGHT SWITCH				I	I	I	90
*	HEADLIGHT AIM				I	I	I	—
	CLUTCH SYSTEM			I	I	I	I	24
	SIDE STAND				I	I	I	77
*	SUSPENSION				I	I	I	—
*	NUTS, BOLTS, FASTENERS			I		I		—
**	WHEELS/TYRES				I	I	I	—
**	STEERING HEAD BEARINGS			I			I	—

* SHOULD BE SERVICED BY YOUR HONDA DEALER, UNLESS THE OWNER HAS THE PROPER TOOLS AND SERVICE DATA AND IS MECHANICALLY QUALIFIED. REFER TO THE OFFICIAL HONDA SHOP MANUAL.
** IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY YOUR HONDA DEALER.

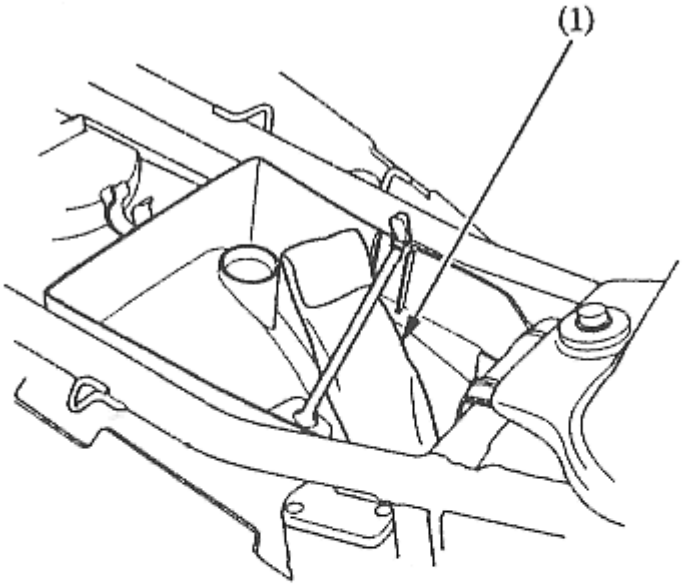
Honda recommends that your Honda dealer should road test your motorcycle after each periodic maintenance is carried out.

NOTES: (1) At higher odometer readings, repeat at the frequency interval established here.
(2) Service more frequently if the motorcycle is ridden in unusually wet dusty areas.
(3) Replace every 2 years. Replacement requires mechanical skill.

TOOL KIT

The tool kit (1) is under the seat.
Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.

- 8 x 12 mm open end wrench
- 10 x 14 mm open end wrench
- 17 mm box end wrench
- 22 mm box end wrench
- 5 mm hex wrench
- Standard/Phillips screwdriver
- Screwdriver handle
- Spark plug wrench
- Extension bar
- Pin spanner
- Pliers
- Tool bag

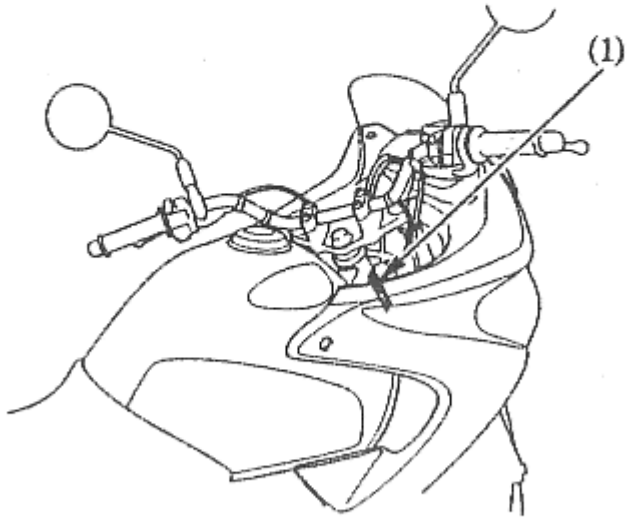


(1) Tool kit

SERIAL NUMBERS

The frame and engine serial numbers are required when registering your motorcycle. They may also be required by your dealer when ordering replacement parts.
Record the numbers here for your reference.

FRAME NO. _____

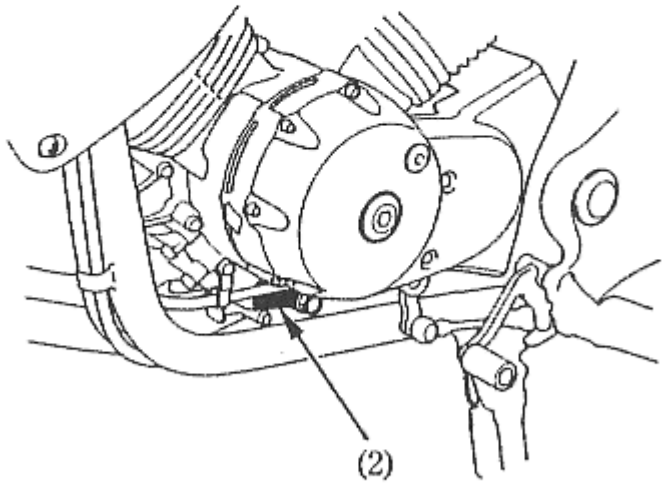


(1) Frame number

The frame number (1) is stamped on the right side of the steering head.

The engine number (2) is stamped on the left side of the crankcase

ENGINE NO._____



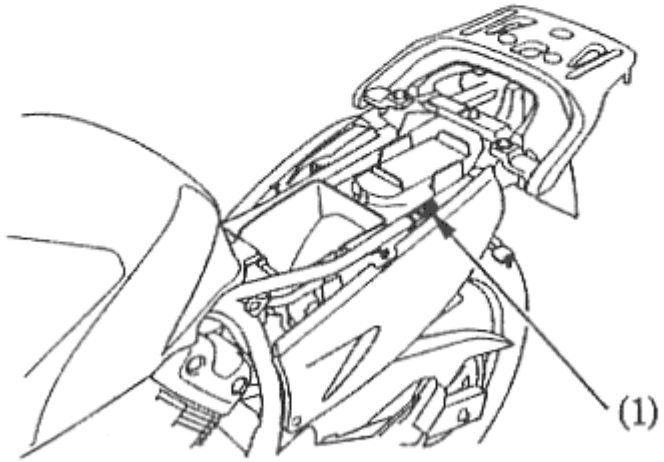
(2) Engine number

COLOUR LABEL

The colour label (1) is attached to the frame behind the left side cover.
It is helpful when ordering replacement parts. Record the colour and code here for your reference.

COLOUR_____

CODE_____



(1) Colour label

MAINTENANCE PRECAUTIONS

⚠ WARNING

- If your motorcycle is overturned or involved in a collision, inspect control levers, cables, brake hoses, calipers, accessories, and other vital parts for damage. Do not ride the motorcycle if damage impairs safe operation. Have *your Honda dealer inspect* the major components, including frame, suspension and steering parts, for misalignment and damage that you may not be able to detect.
- Use new, genuine Honda parts or their equivalent for maintenance and repair. Parts which are not of equivalent quality may impair the safety of your motorcycle and the effective operation of the emission control systems.

⚠ WARNING

- Stop the engine and support the motorcycle securely on a firm, level surface before performing any maintenance.

ENGINE OIL

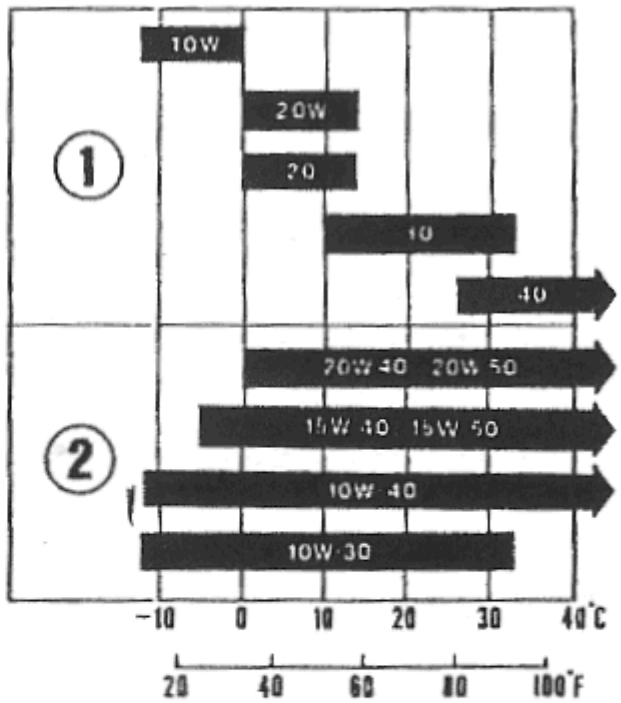
(Refer to the maintenance precautions on page 60).

Engine Oil

Good engine oil has many desirable qualities. Use only high detergent, quality motor oil certified on the container to meet or exceed requirements for API Service Classification SE, SF or SG.

Viscosity:

Viscosity grade of engine oil should be based on average atmospheric temperature in your riding area. The following provides a guide to the selection of the proper grade or viscosity of oil to be used at various atmospheric temperatures.



(1) Single grade (2) Multi grade

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Engine Oil and Filter

Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule (page 54).

NOTE:

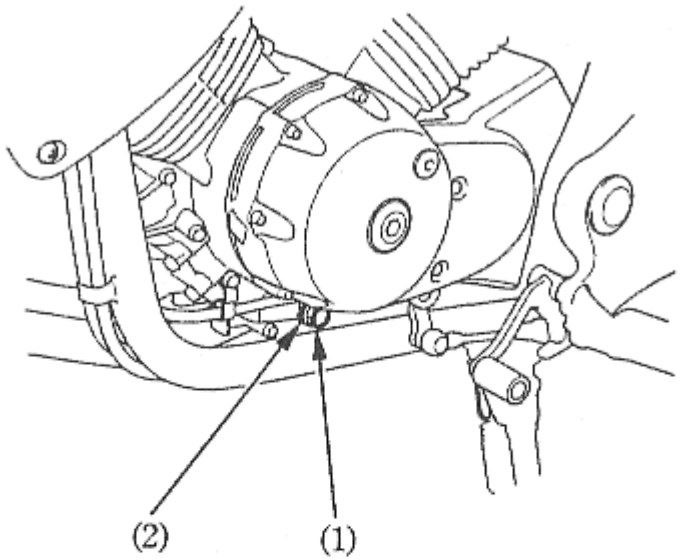
- Change the engine oil with the engine at normal operating temperature and the motorcycle on its side stand to assure complete and rapid draining.

1. To drain the oil, remove the oil filler cap and oil drain plug (1) and sealing washer (2).

⚠ WARNING

- **A warmed-up engine and the oil in it are hot; be careful not to burn yourself.**

2. After the engine oil has been drained out, hold the motorcycle upright for 10-15 seconds to assure complete draining.



(1) Oil drain plug

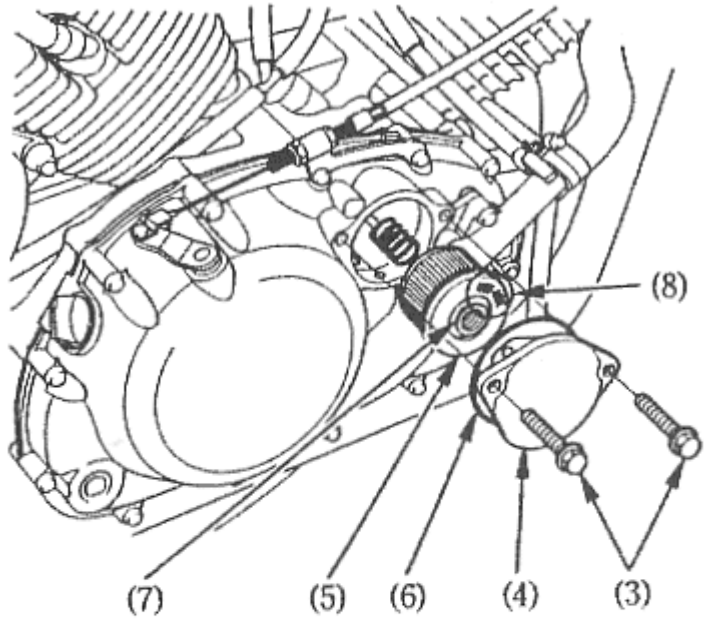
(2) Sealing washer

3. Remove the oil filter bolts (3), oil filter cover (4) and oil filter (5).
4. Check that the oil filter cover O-ring (6) is in good condition and then install the new oil filter. Use the Honda oil filter or an equivalent filter specified for your model. Other filters not specified for your model may not filter impurities properly.
5. Install the filter with the rubber seal (7) facing out, away from the engine. You will see "OUT-SIDE" mark (8) on the filter body, near the seal.

CAUTION

- **Improper installation of the oil filter can cause serious engine damage.**

6. Reinstall the oil filter cover, making sure the bolts are tightened securely.
   Oil Filter Bolt Torque:
   10 N·m (1.0 kgf·m, 7 lbf·ft)



(3) Oil filter bolts
(4) Oil filter cover
(5) Oil filter
(6) O-ring
(7) Rubber seal
(8) OUT-SIDE mark

7. Check that the sealing washer on the drain plug is in good condition and install the plug. Replace the sealing washer every other time the oil is changed, or each time if necessary.
   Oil Drain Plug Torque:
   25 N·m (2.5 kgf·m, 18 lbf·ft)
8. Fill the crankcase with the recommended grade oil; approximately:
   1.3 liters (1.4 US qt, 1.1 Imp qt)
9. Install the oil filler cap.
10. Start the engine and let it idle for 2-3 minutes.
11. Several minutes after stopping the engine, check that the oil level is at the upper level mark in the inspection window with the motorcycle upright on firm; level ground. Make sure there are no oil leaks.

NOTE:

- When running in very dusty conditions, oil changes should be performed more frequently than specified in the maintenance schedule.
- Please dispose of used engine oil in a manner that is compatible with the environment. We suggest you take it in a sealed container to your local recycling center or service station for reclamation. Do not throw it in the rubbish or pour it on the ground or down a drain.

⚠ WARNING

- **Used engine oil may cause skin cancer if repeatedly left in contact with the skin for prolonged periods. Although this is unlikely unless you handle used oil on a daily basis, it is still advisable to thoroughly wash your hands with soap and water as soon as possible after handling used oil.**

SPARK PLUGS

(Refer to the maintenance precautions on page 60).

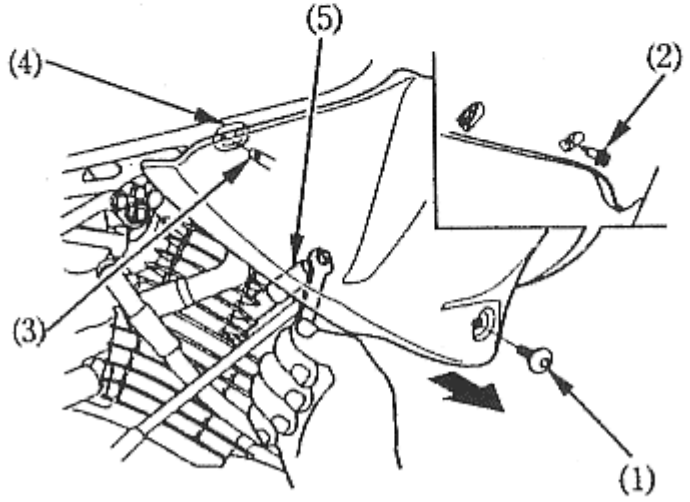
Recommended plugs:

Standard:

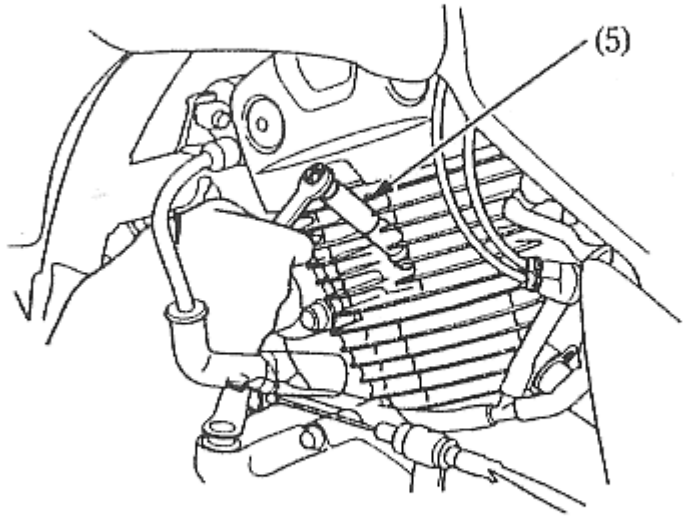
CR8EH-9 (NGK) or

U24FER-9 (DENSO)

1. To remove the spark plug from the front cylinder, remove the screw (1) and the clip (2). Pull out the hock (3) from grommet (4).



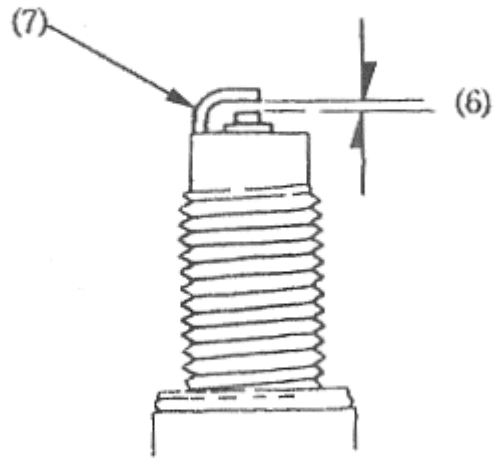
2. Disconnect the spark plug caps from the spark plugs.
3. Clean any dirt from around the spark plug bases. Remove the spark plugs using the plug wrench (5) furnished in the tool kit.
4. Discard the spark plug.



(1) Screw
(2) Clip
(3) Hock
(4) Grommet
(5) Plug wrench

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5. Check the spark plug gap (6) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (7) carefully.
   The gap should be:
   0.80-0.90 mm (0.031-0.035 in)
   Make sure the plug washer is in good condition.



(6) Spark plug gap
(7) Side electrode

6. With the plug washer attached, thread the spark plug in by hand to prevent cross-threading.
7. Tighten a new spark plug 1/2 turn with a spark plug wrench to compress the washer. If you are reusing a plug, it should only take 1/8-1/4 turn after the plug seats.
8. Reinstall the spark plug caps.

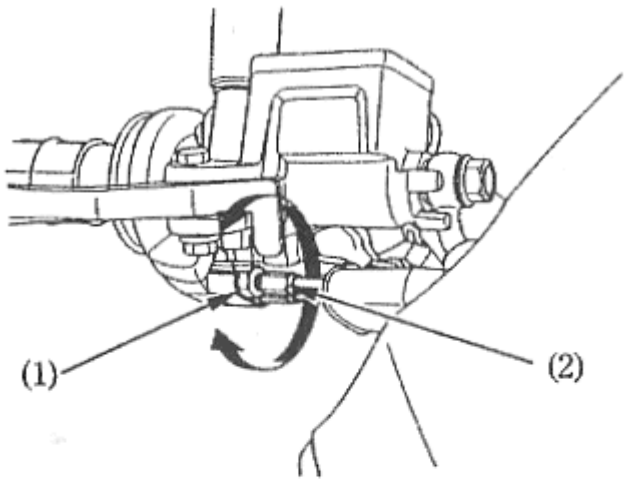
CAUTION

- **The spark plug must be securely tightened. An improperly tightened plug can become very hot and possibly damage the engine.**
- **Never use a spark plug with an improper heat range. Severe engine damage could result.**

THROTTLE OPERATION

(Refer to the maintenance precautions on page 60).

1. Check for smooth rotation of the throttle grip from the fully open to the fully closed position at both full steering positions.
2. Measure the throttle grip free play at the throttle grip flange.
   The standard free play should be approximately:
   2-6 mm (0.1-0.2 in).
   To adjust the free play, loosen the lock nut (1) and turn the adjuster (2) .



(1) Lock nut (2) Adjuster

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IDLE SPEED

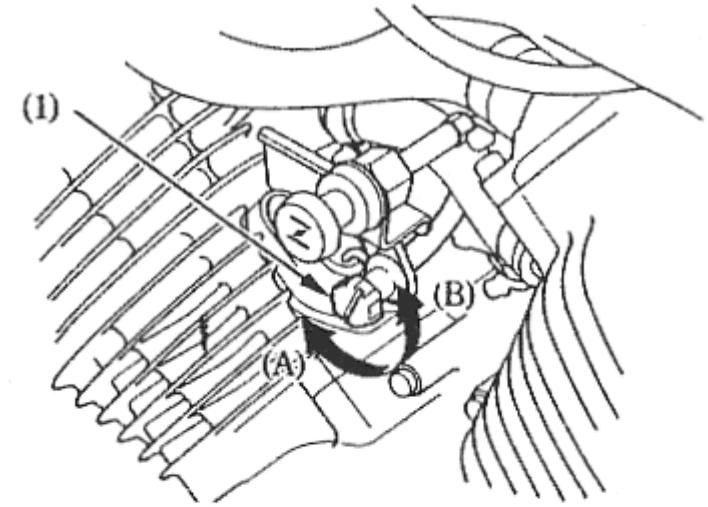
(Refer to the maintenance precautions on page 60).

The engine must be at normal operating temperature for accurate idle speed adjustment. Ten minutes of stop-and-go riding is sufficient.

NOTE:

- Do not attempt to compensate for faults in other systems by adjusting idle speed. See your Honda dealer for regularly scheduled carburetor adjustments, including individual carburetor adjustment and synchronization.

1. Warm up the engine, and shift to neutral, and place the motorcycle on its side stand.
2. Adjust idle speed with the throttle stop screw (1).
   Idle Speed: (In neutral)
   1,500 ± 100 min^{-1} (rpm)



(1) Throttle stop screw
(A) Increase
(B) Decrease

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DRIVE CHAIN

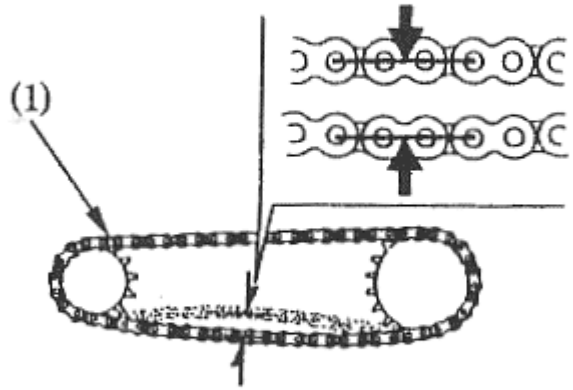
(Refer to the maintenance precautions on page 60).

The service life of the drive chain is dependent upon proper lubrication and adjustment. Poor maintenance can cause premature wear or damage to the drive chain and sprockets.

The drive chain should be checked and lubricated as part of the Pre-ride Inspection (page 45). Under severe usage, or when the motorcycle is ridden in unusually dusty or muddy areas, more frequent maintenace will be necessary.

Inspection:

1. Turn the engine off, place the motorcycle on its side stand and shift the transmission into neutral.
2. Check slack in the lower drive chain run midway between the sprockets.
   Drive chain slack should be adjusted to allow the following vertical movement by hand:
   25-35 mm (1.0-1.4 in)
3. Roll the motorcycle forward. Stop. Check drive chain slack. Repeat this procedure several times. Drive chain slack should remain constant. If the chain is slack only in certain sections, some links are kinked and binding. Binding and kinking can frequently be eliminated by lubrication.



(1) Drive chain

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4. Roll the motorcycle forward. Stop and place it on its side stand. Inspect the drive chain and sprockets for any of the following conditions:

DRIVE CHAIN

* Damaged Rollers
* Loose Pins
* Dry or Rusted Links
* Kinked or Binding Links
* Excessive Wear
* Improper Adjustment
* Damaged or Missing O-rings

SPROCKETS

* Excessively Worn Teeth
* Broken or Damaged Teeth

A drive chain with damaged rollers, loose pins, or missing O-rings must be replaced. A chain which appears dry, or shows signs of rust, requires supplementary lubrication. Kinked or binding links should be thoroughly lubricated and worked free. If links cannot be freed, the chain must be replaced.

Damaged Sprocket Teeth

REPLACE

Worn Sprocket Teeth

REPLACE

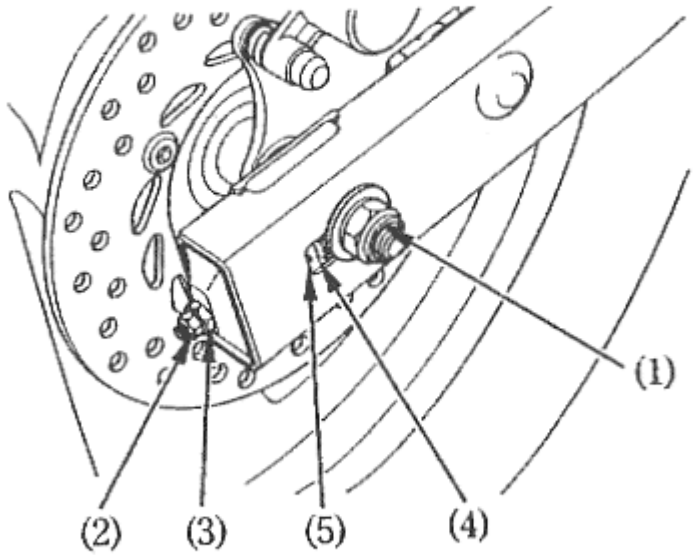


Normal Sprocket Teeth

GOOD

Adjustment:

Drive chain slack should be checked and adjusted, if necessary, every 1,000 km (600 miles). When operated at sustained high speeds or under conditions of frequent rapid acceleration, the chain may require more frequent adjustment.



(1) Axle nut
(2) Lock nut
(3) Adjusting nut
(4) Index mark
(5) Rear edge of adjusting slot

If the drive chain requires adjustment, the procedure is as follows:

1. Place the motorcycle on its side stand with the transmission in neutral and the ignition switch off.
2. Loosen the axle nut (1).
3. Loosen the lock nuts (2) on both adjusting nuts (3).
4. Turn both adjusting nuts (3) an equal number of turns until the correct drive chain slack is obtained. Turn the adjusting nuts clockwise to tighten the chain, or counterclockwise to provide more slack. Adjust the chain slack at a point midway between the drive sprocket and the rear wheel sprocket. Rotate the rear wheel and recheck slack at other sections of the chain.
   Chain slack should be:
   25-35 mm (1.0-1.4 in)

5. Check rear axle alignment by comfirming the chain adjuster index marks (4) against the rear edge (5) of the adjusting slots.
   Both left and right marks should correspond. If the axle is misaligned, turn the left or right adjusting nut until the marks correspond on the rear edge of the adjusting slots and recheck chain slack.
6. Tighten the axle nut to specified torque.
   88 N·m (9.0 kgf·m, 65 lbf·ft)
7. Tighten the adjusting bolts lightly, then tighten the lock nuts by holding the adjusting nuts with a spanner.
8. Recheck chain slack.

⚠ WARNING

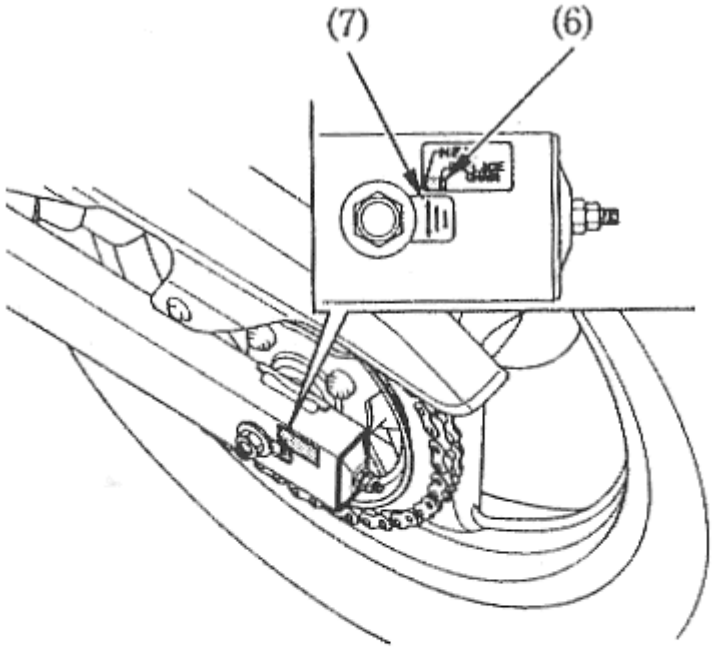
- **If a torque wrench is not used for this installation, see your Honda dealer as soon as possible to verify proper assembly.**

CAUTION

- **Damage to the bottom part of the frame may be caused by excessive drive chain slack of more than: 50 mm (2.0 in)**

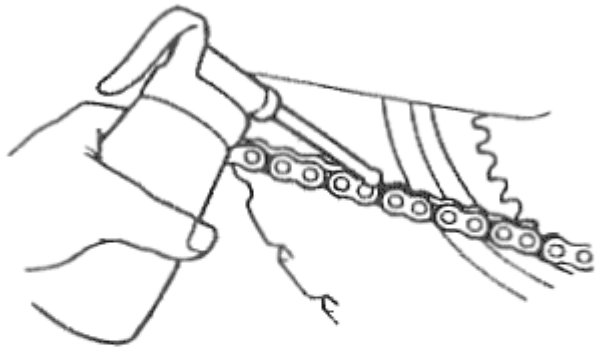
Wear inspection:
Check the chain wear label when adjusting the chain. If the red zone (6) on the label aligns with the arrow mark (7) on the chain adjuster plates after the chain has been adjusted to the proper slack, the chain is excessively worn and must be replaced. The proper slack is:
25-35 mm (1.0-1.4 in)

Replacement chain:
REG135ORNV2
DID520V6
RK520SMOZ2



(6) Red zone
(7) Arrow mark

Lubrication and cleaning:
Lubricate every 1,000 km (600 miles) or sooner if chain appears dry.
The O-rings in this chain can be damaged by steam cleaning, high pressure washers, and certain solvents. Clean the side surfaces of the chain with a dry cloth. Do not brush the rubber O-rings. Brushing will damage them. Wipe dry and lubricate only with SAE 80 or 90 gear oil. Commercial chain lubricants may contain solvents which could damage the rubber O-rings.



CAUTION

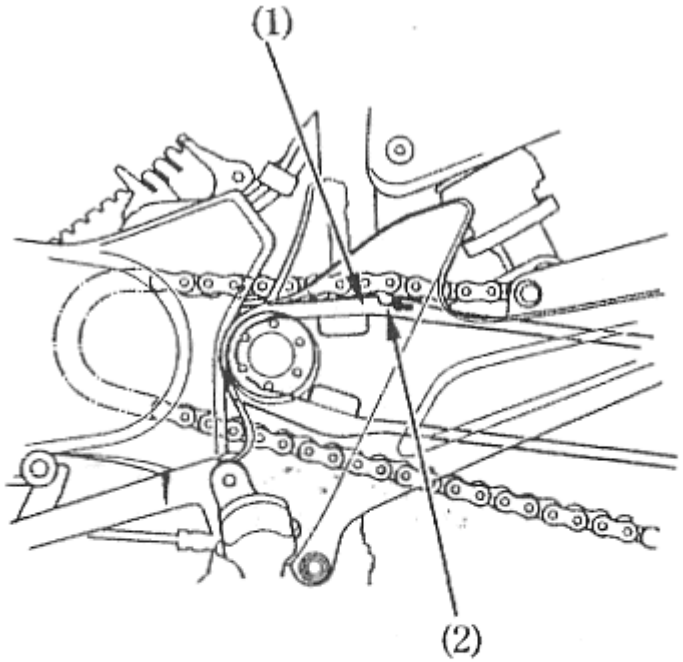
- **The drive chain on this motorcycle is equipped with small O-rings between the link plates. These O-rings retain grease inside the chain to improve its service life. However, special precautions must be taken when adjusting, lubricating, washing, and replacing the chain.**

DRIVE CHAIN SLIDER

(Refer to the maintenance precautions on page 60).

Check the chain slider (1) for wear.

The chain slider must be replaced if it is worn to the wear limit line (2). For replacement, see your Honda dealer.



(1) Chain slider
(2) Wear limit line

FRONT AND REAR SUSPENSION INSPECTION

(Refer to the maintenance precautions on page 60).

1. Check the fork assembly by locking the front brake and pumping the fork up and down vigorously. Suspension action should be smooth and there must be no oil leakage.
2. Swingarm bearings should be checked by pushing hard against the side of the rear wheel while the motorcycle is on a support block. Free play indicates worn bearings.
3. Carefully inspect all front and rear suspension fasteners for tightness.

SIDE STAND

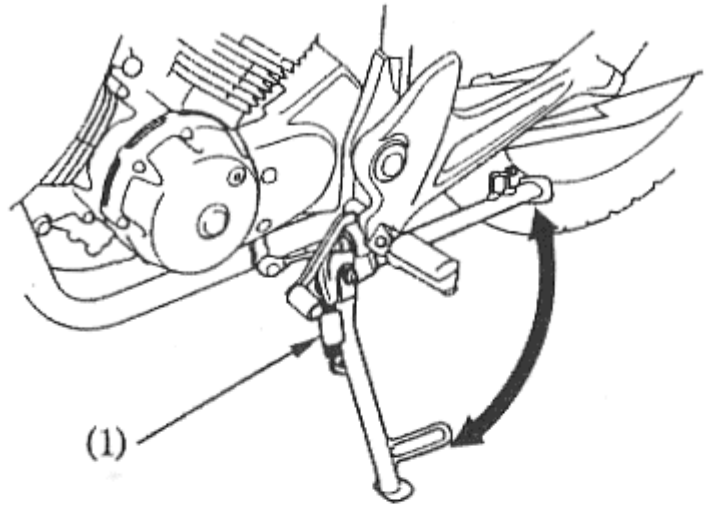
(Refer to the maintenance precautions on page 60).

Check the side stand system for proper function.

- Check the spring (1) for damage or loss of tension and the side stand assembly for freedom of movement.
- Check the side stand ignition cut-off system:

1. Sit astride the motorcycle; put the side stand up and the transmission in neutral.
2. Start the engine and with the clutch lever pulled in, shift the transmission into gear.
3. Lower the side stand. The engine should stop as you put the side stand down.

If the side stand system does not operate as described, see your Honda dealer for service.



(1) Spring

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WHEEL REMOVAL

(Refer to the maintenance precautions on page 60).

NOTE:

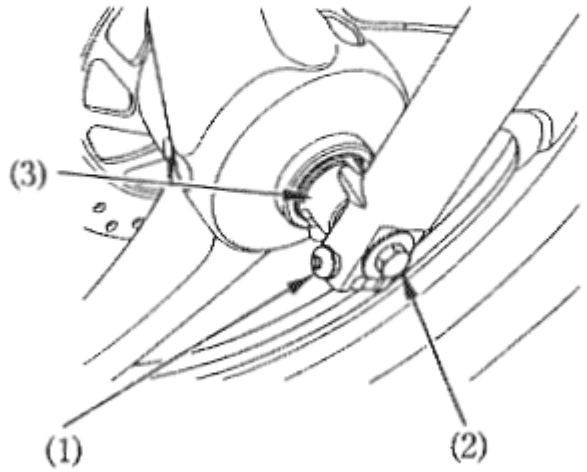
- This motorcycle is equipped with a side stand only. Therefore, if front or rear wheel removal is required, it will be necessary to raise the center of the motorcycle with a jack or other firm support. If none is available, see your Honda dealer for this service.

Front Wheel Removal

1. Raise the front wheel off the ground by placing a support block under the engine
2. Loosen the axle pinch bolt (1), and remove the axle bolt (2).
3. Remove the speedometer gear box (3) from the front wheel hub.
   Be careful to avoid damaging the speedometer gear box (3) and the speedometer cable.
4. Remove the front wheel.

NOTE:

- Do not depress the brake lever when the wheel is off the motorcycle. The caliper pistons will be forced out of the cylinders with subsequent loss of brake fluid. If this occurs, servicing of the brake system will be necessary. See your Honda dealer for this service

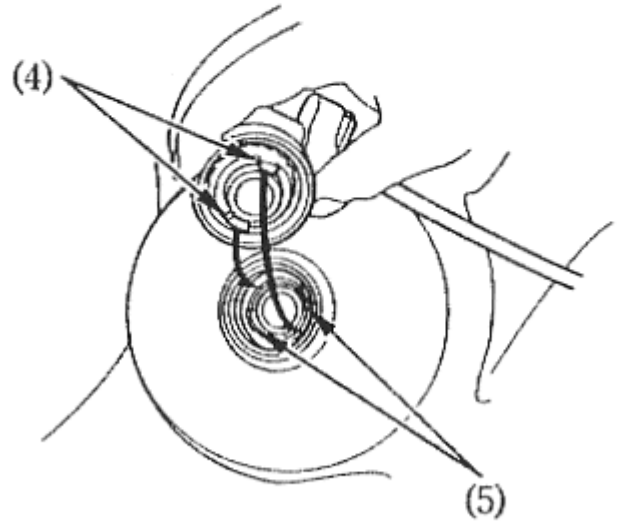


(1) Axle pinch bolt
(2) Axle bolt
(3) Speedometer gear box

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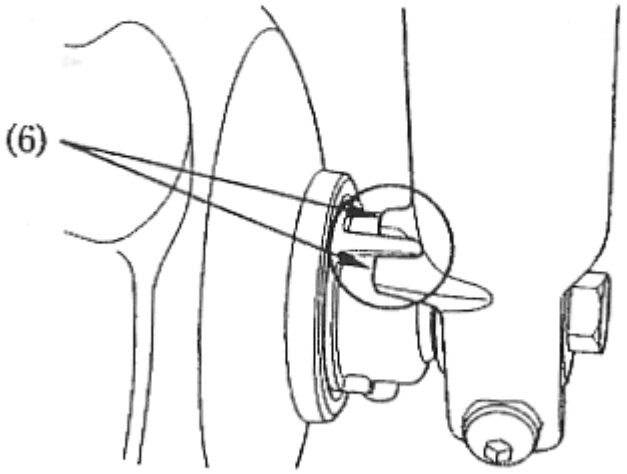
Installation Notes:

- To install the speedometer gear box, align the tabs (4) at the back of the gear box next to the slots (5) in the wheel hub.
- To install the front wheel assembly, install the brake disc between the brake pads taking care not to damage the brake pads and insert the axle through the left fork leg.



(4) Tabs (5) Slots

- Make sure that the lugs (6) on the fork leg is contacting the lug on the speedometer gear box. Tighten the axle bolt and axle pinch bolts to specified torques.
  Axle bolt torque:
  66 N·m (6.7 kgf·m, 49 lbf·ft)
  Axle pinch bolts torque:
  22 N·m (2.2 kgf·m, 16 lbf·ft)



(6) Lugs

- After installing the wheel, apply the brake several times and then check if the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

CAUTION

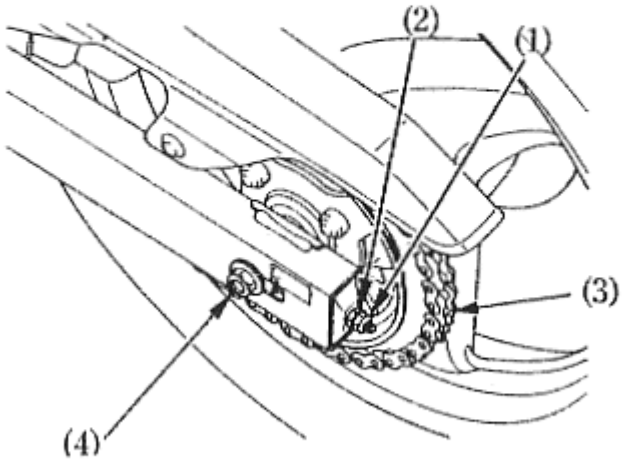
- **When installing the wheel, carefully fit the left brake disc between the brake pads to avoid damaging the pads.**
- **After installation, operate the brake lever and brake pedal and check the brake operation.**

⚠ WARNING

- **If a torque wrench was not used for installation, see your Honda dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.**

Rear Wheel Removal

1. Raise the rear wheel off the ground by placing a support block under the engine.
2. Loosen the drive chain adjusting nut lock nuts (1) and adjusting nuts (2).
3. Remove the rear axle nut.
4. Remove the drive chain (3) from the driven sprocket by pushing the rear wheel forward.



(1) Lock nuts
(2) Adjusting nuts
(3) Drive chain
(4) Axle shaft

5. Remove the axle shaft (4), side collar and rear wheel from the swing arm.

NOTE:

- Do not depress the brake pedal while the wheel is off the motorcycle. The caliper pistons will be forced out of the cylinders with subsequent loss of brake fluid. If this occurs, servicing of the brake system will be necessary. See your Honda dealer for this service.

Installation Notes:

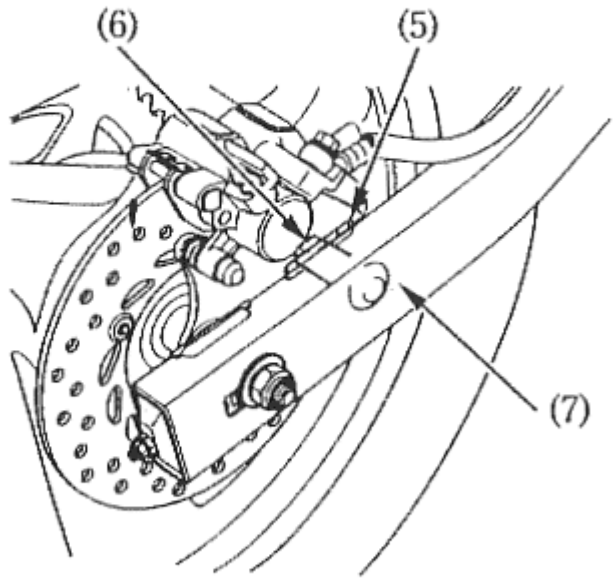
- To install the rear wheel, reverse the removal procedure.
- Make sure that the slot (5) on the caliper bracket is located in the lug (6) in the swing arm (7).
- Tighten the axle nut to:
  88 N·m (9.0 kgf·m, 65 lbf·ft)
- Adjust the drive chain (Page 69).
- Apply the brake several times and check for free wheel rotation after the brake pedal is released.

CAUTION

- **When installing the wheel, carefully fit the brake disc between the brake pads to avoid damaging the pads.**
- **After installation, operate the brake pedal and check the brake operation.**

⚠ WARNING

- **If a torque wrench was not used for installation, see your Honda dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.**



(5) Slot
(6) Lug
(7) Swing arm

BRAKE PAD WEAR

(Refer to the maintenance precautions on page 60).

Brake pad wear depends upon the severity of usage, the type of riding, and road conditions. (Generally, the pads will wear faster on wet and dirty roads).

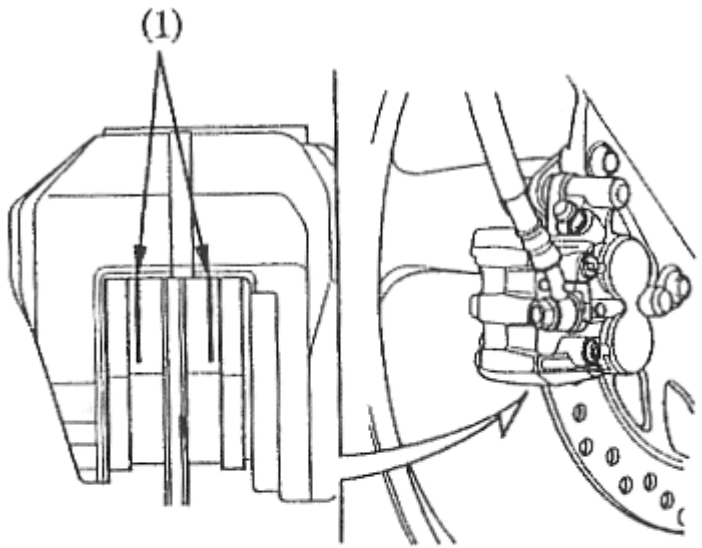
Inspect the pads at each regular maintenance interval (page 55).

Front Brake

Check the wear indicator mark (1) on each pad.

If either pad is worn to the wear indicator mark, replace both pads as a set. See your Honda dealer for this service.

<FRONT BRAKE>



(1) Wear indicator mark

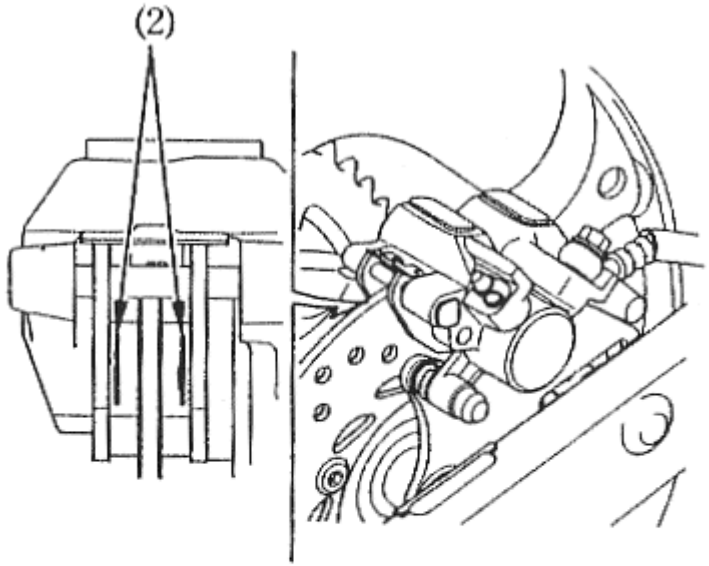
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Rear Brake

Check the wear indicator mark (2) on each pad.

If either pad is worn to the wear indicator mark, replace both pads as a set. See your Honda dealer for this service.

<REAR BRAKE>



(2) Wear indicator mark

BATTERY

(Refer to the maintenance precautions on page 60).

It is not necessary to check the battery electrolyte level or add distilled water as the battery is a maintenance-free (sealed) type. If your battery seems weak and/or is leaking electrolyte (causing hard starting or other electrical troubles), contact your Honda dealer.

CAUTION

- **Removing the battery cap strip can damage the cap strip and result in leaks and eventual battery damage.**
- **When the motorcycle is to be stored for an extended period of time, remove the battery from the motorcycle and charge it fully. Then store it in a cool, dry place. If the battery is to be left in the motorcycle, disconnect the negative cable from the battery terminal.**

⚠ WARNING

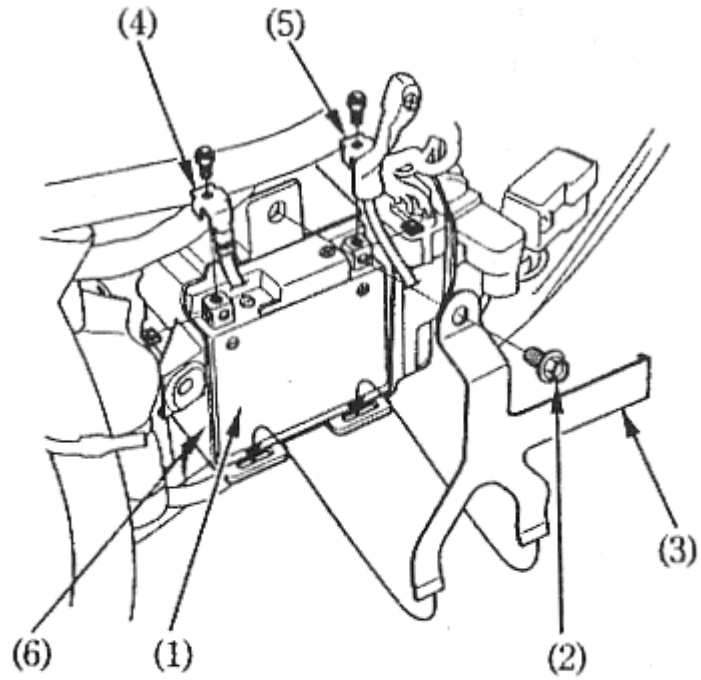
- **The battery gives off explosive gases; keep sparks, flames, and cigarettes away. Provide adequate ventilation when charging or using the battery in an enclosed space.**
- **The battery contains sulfuric acid (electrolyte). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.**
  - **If electrolyte gets on your skin, flush with water.**
  - **If electrolyte gets in your eyes, flush with water for at least 15 minutes and call a physician immediately.**
- **Electrolyte is poisonous.**
  - **If swallowed, drink large quantities of water or milk and follow with milk of magnesia or vegetable oil and call a physician.**
- **KEEP OUT OF REACH OF CHILDREN.**

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Battery removal:

The battery (1) is in the battery box behind the left side cover.

1. Remove the left side cover (page 43).
2. Remove the bolt (2) and battery holder (3).
3. Disconnect the negative (-) terminal lead (4) from the battery first, then disconnect the positive (+) terminal lead (5).
4. Pull out the battery from the battery box (6).



(1) Battery
(2) Bolt
(3) Battery holder
(4) Negative (-) terminal lead
(5) Positive (+) terminal lead
(6) Battery box

FUSE REPLACEMENT

(Refer to the maintenance precautions on page 60).

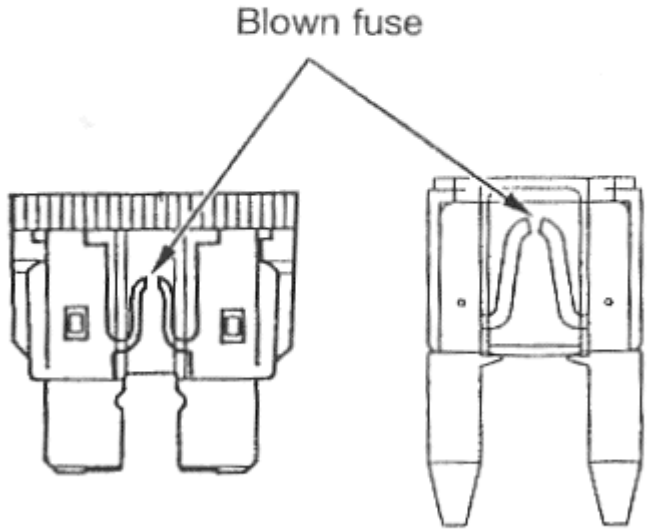
When frequent fuse failure occurs, it usually indicates a short circuit or an overload in the electrical system. See your Honda dealer for repair.

CAUTION

- **Turn the ignition switch OFF before checking or replacing the fuses to prevent accidental short-circuiting.**

⚠ WARNING

- **Never use a fuse with a different rating from that specified. Serious damage to the electrical system or a fire may result, causing a dangerous loss of lights or engine power.**



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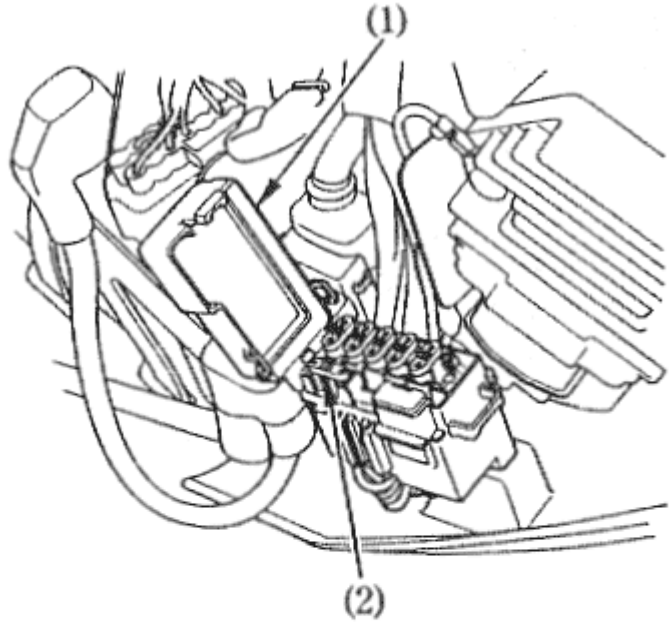
Fuse box:

The fuse box is located behind the left side cover.

The specified fuses are:

10A

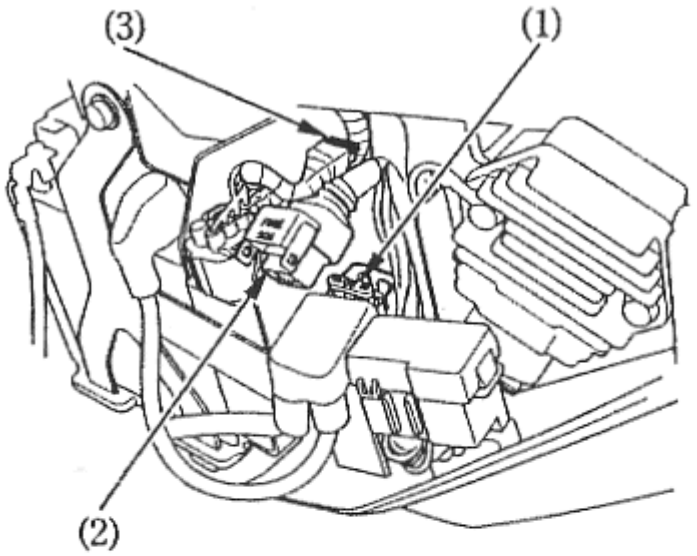
1. Remove the left side cover (page 43).
2. Open the fuse box cover (1).
3. Pull out the old fuse and install a new fuse. The spare fuse (2) is located in the fuse box.
4. Close the fuse box cover and install the left side cover.



(1) Fuse box cover
(2) Spare fuse

Main fuse:
The main fuse (1) is located behind the left side cover.
The specified fuse is:
30A

1. Remove the left side cover (page 43).
2. Disconnect the wire connector (2) of the starter magnetic switch.
3. Pull out the old fuse and install a new fuse. The spare fuse (3) is located on the wire harness.
4. Reconnect the connector and install the left side cover.



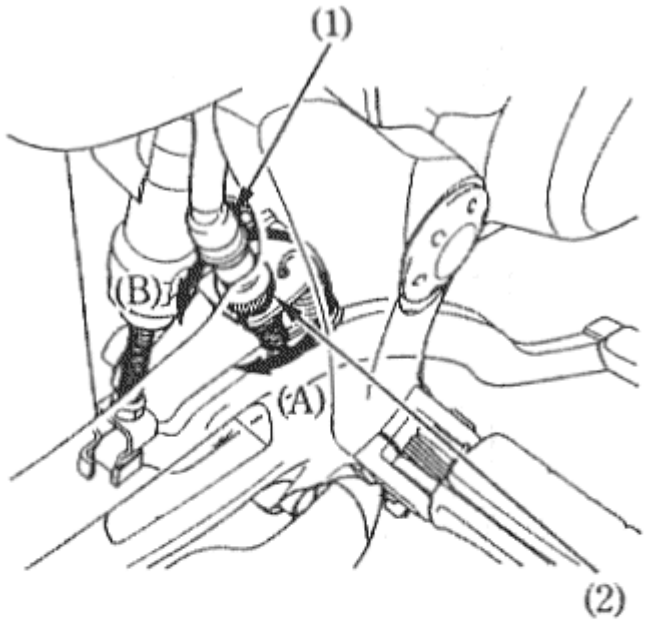
(1) Main fuse
(2) Wire connector
(3) Spare fuse

STOPLIGHT SWITCH ADJUSTMENT

(Refer to the maintenance precautions on page 60).

Check the operation of the stoplight switch (1) at the right side behind the engine from time to time.

Adjustment is done by turning the adjusting nut (2). Turn the nut in the direction (A) if the switch operates too late and in direction (B) if the switch operates too soon.



(1) Stoplight switch
(2) Adjusting nut

BULB REPLACEMENT

(Refer to the maintenance precautions on page 60).

⚠ WARNING

- **The light bulb becomes very hot while the light is ON, and remain hot for a while after it is turned OFF. Be sure to let it cool down before servicing.**

CAUTION

- **Do not put finger prints on the headlight bulb, as they may create hot spots on the bulb and cause it to break.**
  Wear clean gloves while replacing the bulb.
  If you touch the bulb with your bare hands, clean it with a cloth moistened with alcohol to prevent its early failure.

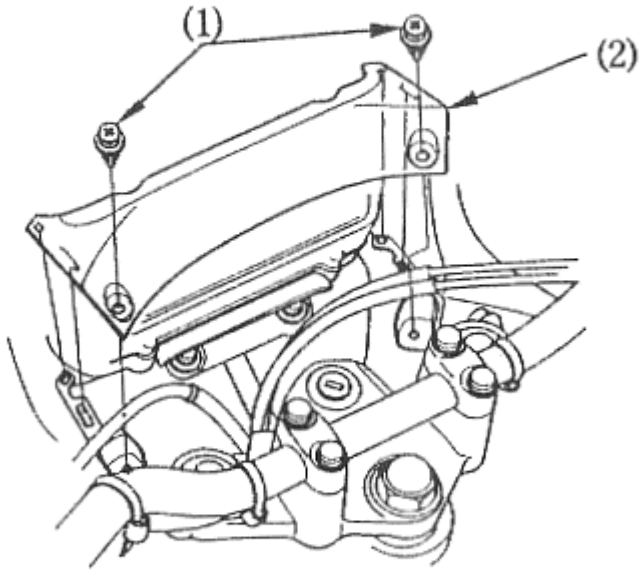
NOTE:

- Be sure to turn the ignition switch OFF when replacing the bulb.
- Do not use bulbs other than that specified.
- After installing a new bulb, check that the light operates properly.

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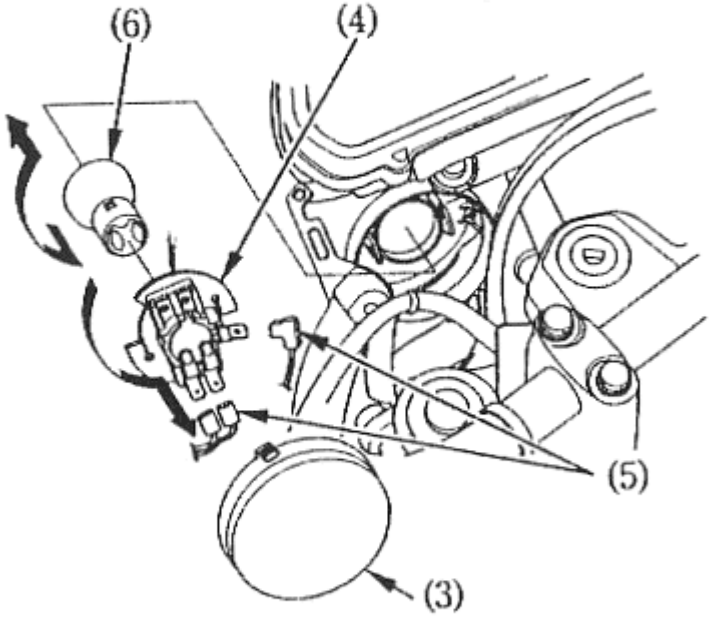
Headlight Bulb

1. Remove the clips (1) and the maintenance lid (2).
2. Remove the dust cover (3).
3. Turn the socket (4) 90° counterclockwise, then pull it out toward you.



(1) Clips
(2) Maintenance lid

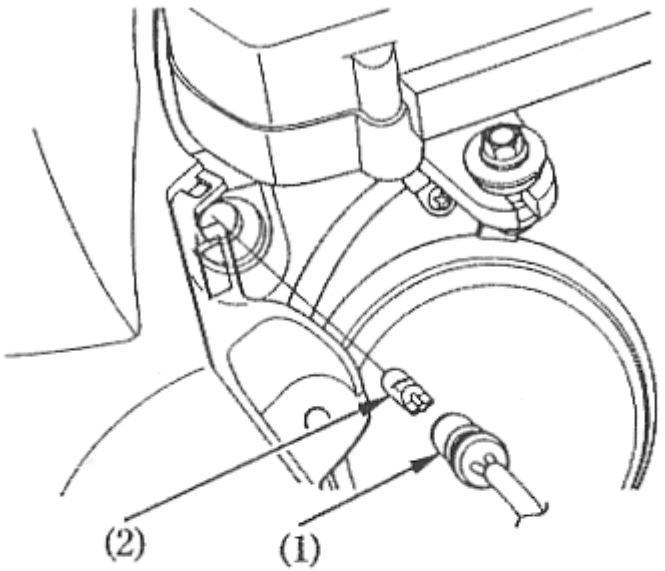
4. Remove the conectors (5).
5. Slightly press the bulb (6) and turn it 90° counterclockwise. Remove the bulb.
6. Install a new bulb in the reverse order of removal.



(3) Dust cover
(4) Socket
(5) Conectors
(6) Bulb

Position Light Bulb

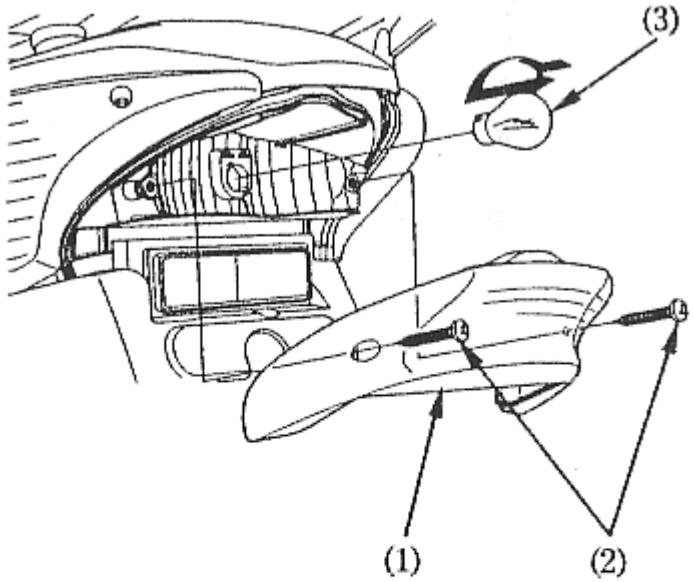
1. Remove the maintenance lid (page 92).
2. Pull out the socket (1).
3. Pull out the position bulb (2) without turning.
4. Install a new bulb in the reverse order of removal.



(1) Socket
(2) Position light bulb

Stop/Taillight Bulb

1. Remove the taillight lens (1) by removing the two screws (2).
2. Slightly press the bulb (3) and turn it counterclockwise .
3. Install a new bulb in the reverse order of removal.

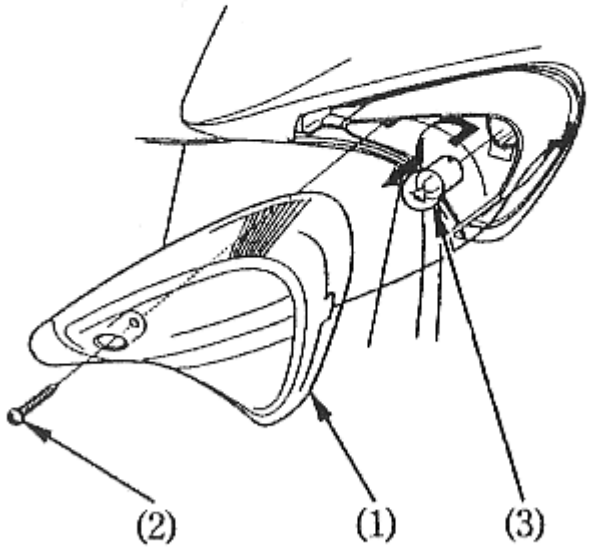


(1) Taillight lens
(2) Screws
(3) Bulb

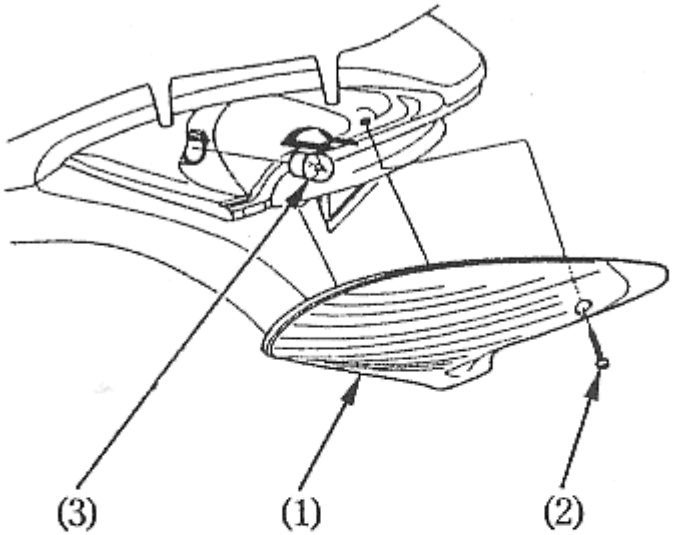
Front/Rear Turn Signal Bulb

1. Remove the turn signal rens (1) by removing the screw (2).
2. Slightly press the bulb (3) and turn it counterclockwise.
3. Install a new bulb in the reverse order of removal.

<FRONT>



<REAR>



(1) Turn signal lens
(2) Screw
(3) Bulb

CLEANING

Clean your motorcycle regularly to protect the surface finishes and inspect for damage, wear, and oil, coolant or brake fluid leakage.

CAUTION

- **High pressure water (or air) can damage certain parts of the motorcycle.**

Avoid spraying high pressure water (typical in coin-operated car washes) at the following areas:
Ignition Switch
Carburetors
Drive Chain
Under Seat
Handlebar Switches
Brake Master Cylinders
Instruments
Wheel Hubs
Muffler Outlets
Under Fuel Tank

1. After cleaning, rinse the motorcycle thoroughly with plenty of clean water. Strong detergent residue can corrode alloy parts.

NOTE:

- Clean the fairing, headlight lens, meter lens and other plastic parts using a cloth or sponge dampened with a solution of *mild detergent and water. Rub the soiled* area gently rinsing it frequently with fresh water.
- The inside of the headlight lens may be *clouded immediately after washing* the motorcycle. Moisture condensation inside the headlight lens will disappear gradually by lighting the headlight in high beam. Run the engine while keeping the headlight on.

2. Dry the motorcycle, start the engine, and let it run for several minutes.

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3. Test the brakes before riding the motorcycle. Several applications may be necessary to restore normal braking performance.

⚠ WARNING

- **Braking efficiency may be temporarily impaired immediately after washing the motorcycle. Anticipate longer stopping distance to avoid a possible accident.**

4. Lubricate the drive chain immediately after washing and drying the motorcycle.

CAUTION

- **Do not use steel wool or a cleaner containing abrasives or compounds to clean the wheels, as they can cause damage.**

Painted Aluminum Wheel Maintenance

Aluminum may corrode from contact with dirt, mud, or road salt. Clean the wheels after riding through any of these substances. Use a wet sponge and mild detergent. Avoid stiff brushes, steel wool, or cleaners containing abrasives or chemical compounds.

After washing, rinse with plenty of water and dry with a clean cloth.

Apply touch-up paint to the wheels where damage has resulted.

STORAGE GUIDE

Extended storage, such as for winter, requires that you take certain steps to reduce the effects of deterioration from non-use of the motorcycle. In addition, necessary repairs should be made BEFORE storing the motorcycle; otherwise, these repairs may be forgotten by the time the motorcycle is removed from storage.

STORAGE

1. Change the engine oil and filter.
2. Lubricate the drive chain (page 69).
3. Make sure the cooling system is filled with a 50/50% antifreeze solution.
4. Empty the fuel tank into an approved petrol container using a commercially available hand siphon or an equivalent method. Spray the inside of the tank with an aerosol rust-inhibiting oil. Reinstall the fuel fill cap on the tank.

NOTE:

- If storage will last more than one month, carburetor draining is very important, to assure proper performance after storage.

⚠ WARNING

- **Petrol is extremely flammable and is explosive under certain conditions. Perform this operation in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where petrol is drained or stored and where the fuel tank is refueled.**

5. To prevent rusting in the cylinders, perform the following:
   - Remove the spark plug caps from the spark plugs. Using tape or string, secure the caps to any convenient plastic body part so that they are positioned away from the spark plugs.
   - Remove the spark plugs from the engine and store them in a safe place. Do not connect the spark plugs to the spark plug caps.
   - Pour a tablespoon (15-20 cm^3) of clean engine oil into each cylinder and cover the spark plug holes with a piece of cloth.
   - Crank the engine several times to distribute the oil.
   - Reinstall the spark plugs and spark plug caps.
6. Remove the battery. Store in an area protected from freezing temperatures and direct sunlight.
   Slow charge the battery once a month.
7. Wash and dry the motorcycle. Wax all painted surfaces. Coat chrome with rustinhibiting oil.
8. Inflate the tyres to their recommended pressures. Place the motorcycle on blocks to raise both tyres off the ground.
9. Cover the motorcycle (don't use plastic or other coated materials) and store in an unheated area, free of dampness with a minimum of daily temperature variation. Do not store the motorcycle in direct sunlight.

REMOVAL FROM STORAGE

1. Uncover and clean the motorcycle. Change the engine oil if more than 4 months have passed since the start of storage.
2. Charge the battery as required. Install the battery.
3. Drain any excess aerosol rust-inhibiting oil from the fuel tank. Fill the fuel tank with fresh petrol.
4. Perform all Pre-ride Inspection checks (page 46).
   Test ride the motorcycle at low speeds in a safe riding area away from traffic.

SPECIFICATIONS

DIMENSIONS

Overall length	2,150 mm (84.6 in)
Overall width	850 mm (33.5 in)
Overall height	1,250 mm (49.2 in)
Wheelbase	1.450 mm (57.1 in)
Ground clearance	190 mm (7.5 in)

WEIGHT

Dry weight	151 kg (333 lbs)

CAPACITIES

Engine oil	(After draining)	1.2 liters (1.3 US qt, 1.1 Imp qt)
	(After draining and oil filter change)	1.3 liters (1.4 US qt, 1.1 Imp qt)
	(After disassembly)	1.5 liters (1.6 US qt, 1.3 Imp qt)
Fuel tank		17.0 liters (4.49 US gal, 3.74 Imp gal)
Fuel reserve		2.0 liters (0.53 US gal, 0.44 Imp gal)
Cooling system capacity		1.0 liters (1.1 US qt, 0.9 Imp qt)
Passenger capacity		Operator and one passenger
Maximum weight capacity		180 kg (397 lbs)

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ENGINE

Bore and stroke	42.0 x 45.0 mm (1.65 x 1.77 in)
Compression ratio	11.8 : 1
Displacement	125 cm^3 (7.6 cu-in)
Spark plug	
Standard	CR8EH-9 (NGK) or U24FER-9 (DENSO)
Spark plug gap	0.80-0.90 mm (0.031-0.035 in)
Idle speed	1,500 ± 100 min^{-1} (rpm)

CHASSIS AND SUSPENSION

Caster	28°
Trail	97 mm (3.8 in)
Tyre size, front	100/90-18 56P
Tyre size, rear	130/80-17 65P

POWER TRANSMISSION

Primary reduction		3.722
Gear ratio,	1st	3.083
	2nd	1.933
	3rd	1.428
	4th	1.173
	5th	1.000
Final reduction		3.142

ELECTRICAL

Battery	12V - 6Ah
Generator	0.26 kW/5,000 min^{-1} (rpm)

LIGHTS

Headlight		12V - 35/35W x 2
Brake/tail light		12V - 21/5W
Turn signal light	Front	12V - 10W
	Rear	12V - 10W
Position light		12V - 5W x 2
Instrument light		12V - 1.2W x 3
Neutral indicator light		12V - 2W
Turn signal indicator light		12V - 2W x 2
High beam indicator light		12V - 1.2W

FUSE

Main fuse	30A
Other fuses	10A

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